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IDEA 3248-66
Copy 4 of 5

8 September 1966

MEMORANDUM FOR: Deputy for Materiel

SUBJECT: Prototype, Q-455 Seat Pack (ECP LAC-226)

**REFERENCE: Memorandum from D/M/OSA dated
25 August 1966; Subject: Same as above
(IDEA 3300-66)**

1. If the proposed modifications are of such a critical nature, why weren't they proposed and accomplished in the latest major modifications?

2. It doesn't appear that the proposed modifications justifies the expenditure of \$13,000 for the following reasons:

a. Don't the check valves in the pack work now? Granted check valves in the main system near the disconnect point would prevent oxygen flowing into the cockpit if disconnect was made; is that bad?

b. No change in total amount of oxygen in emergency bottle. Two bottles with accompanying piping and valves could lead to additional kit maintenance. There is an oxygen gauge with the emergency bottle now. What additional useful purpose can a different gauge offer?

c. From past experience, the need for the pack-to-ship disconnect to agree with Customer Number 2 type has been a minor problem. Since their U-2's are being upgraded with J-75 engines, there should be very little occasion of the previous switching of aircraft between customers. If the need should arise, this is relatively simple job to change over in the field.

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d. Replacing present piping with tubing and rearranging the oxygen system for the extra space is fine but as of this writing, we have never heard of personal equipment or allied equipment technicians so pressed for time on testing or maintenance that this proposal justifies the expense.

3. In conclusion, there is no guarantee that this proposal would be compatible with the U-2R. When you subtract the date that the U-2R is supposed to be in the field plus the time to make this modification, flight test it plus slippage, we are not dealing with great deal of time. If flying safety is not jeopardized with the present seat kit and it apparently hasn't drawn any adverse criticism from the pilots that use it, recommend non-concurrence.

DIAGNOSTIC

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